

AMENDMENTS TO THE SPECIFICATION:

Please amend the specification as follows:

[0012] The test shows that the occurrence of disc cracking can partially be explained by the aforementioned phenomenon of band-shaped wear. Cracks are formed as a result of the stresses which arise in respect of each separate band mode which occurs within the extent of the brake lining means. Usually a central mode is formed when wear occurs in a centrally situated band and a peripheral mode when wear occurs close to the edges of the lining. These stresses from these two modes are oppositely directed and therefore give rise to a load which alternates in direction. The changes of mode can arise even during a long braking cycle. The risk of fatigue failure is therefore high. One object of the invention is therefore to reduce the width of the brake lining means such that the likelihood of two separate brake modes arising is lessened. If the radial extent of the lining is of the same order of magnitude as the band, the risk of occurrence of two separate band modes is reduced. If, on the other hand, the radial extent of the brake lining means is too small, the wear on the lining means and the disc brake ~~disc~~ means will become too great, adversely affecting the working life.